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SOURCE Soviet newspapers as indicated. (Information requested.)

AIR AND ROAD TRANSPORTATION PROGRESS IN 1949YEREVAN AIRPORT GETS 3 LARGE AIRCRAFT -- Kommunist, No 26,
2 Feb 49

The Yerevan airport of the Civil Air Fleet has received three well-equipped 21-seat passenger planes. The new airplanes will fly between Yerevan and Moscow, and will carry passengers and various kinds of freight. In connection with the election campaign for people's courts in the Armenian SSR, these airplanes carried over 600 kilograms of freight for the election centers of distant regions, including a large number of forms, voting bulletins, posters, literature for propaganda purposes, and other materials.

ROSTOV AIRPORT BUILDING COMPLETED -- Leningradskaya Pravda,
No 35, 12 Feb 49

Restoration of the Civil Air Fleet Airport building at Rostov-on-Don, has been completed. The building has been expanded and contains a passengers' waiting room, dining room, lunch counter, pilots' resting room, and postal and telegraph facilities.

GEORGIAN CIVIL AIR FLEET EXPANDS -- Zarya Vostoka, No 30,
12 Feb 49

The Georgian Administration of the Civil Air Fleet was established in 1931 and has increased a hundredfold since that time. The Air Fleet is being increased constantly by powerful new aircraft which transport tens of thousands of passengers and thousands of tons of cargo.

The Administration fulfilled the 1948 transport plan 107 percent. The airport is at present preparing to handle an even

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larger number of passengers. Comfortable 32-passenger planes have been received and are already operating between Tbilisi and Moscow.

CHITA OBLAST INCREASES ROAD CONSTRUCTION -- Zabaykal'skiy Rabochiy, No 24, 5 Feb 49

The importance of automobile and track roads in Chita Oblast, where a large part of freight hauling is done by nonrail transport, is extremely great. The extent of truck roads in the oblast is more than ten times greater than the length of railroads in the oblast. Most rayons and population centers are located far from railroad stations and cities, which puts an even greater burden on road transport.

The oblast carried out a large program of road construction during the war and in the postwar period. More than 2,000 kilometers of road and more than 30,000 running meters of bridges were constructed or repaired from 1940 to 1948. Baley'skiy, Petrovsko-Zavod'skiy, and Krasnochikoy'skiy Rayons in particular, have been completing their road construction plans every year. Baley'skiy Rayon constructed 35 kilometers of improved roads in the past 7 years, made capital repairs on 50 kilometers of road, constructed 380 running meters of new bridges and made capital repairs on 666 running meters of bridges. A permanent road service has been organized in Petrovsko-Zavod'skiy Rayon. Dubinkin, chief of the Rayon Road Division, who initiated the construction of road installations and recruited and trained personnel during the war, has been outstanding in organizing the service.

The following roads in the oblast are still in poor condition: Maleta-Krasnyy Chikov, Borzaya-Byrka, Khilok-Yamarovka, Aleksandrov'skiy Zavod -- Savva-Boraya, Dono-Nerchinskoy Zavod. Many important side roads are also in poor condition. The normal time for the run between Petrov'skiy Zavod to Krasnyy Chikov is 5 hours and the usual expenditure of fuel is 40 kilograms, but due to poor road conditions, the run now requires 8 hours of time and 64 kilograms of fuel. Since many trucks make this trip every day, the waste of fuel is considerable. Each truck making the 50-kilometer round trip, from the Zavitsinskoye Mine Administration to Onon Station, over-expends 25 kilograms of fuel, or 9 tons per year. Rayon executive committees, particularly in Ust'-Karskiy, Borzinskiy, Nerchinsko-Zavod'skiy, and Aleksandrovo-Zavod'skiy Rayons, have not been completing plans for road construction and repair.

Every able-bodied kolkhoz worker or independent worker must work 6 days per year on road construction. Kolkhoz transport must also be recruited for road-construction work 6 days per year. The village soviets and rayon executive committees have the task of recruiting the population on a wide scale for road-construction work. The government also decreed in 1948 that trucks of all enterprises and organizations in the oblast be recruited for road construction at least 4 days per year, a decree which was not observed by all enterprises. Their trucks transported only 9,000 cubic meters of construction materials during the year. Enterprises of the oblast must make a better showing in this matter in 1949.

Oblast and rayon road divisions are insufficiently staffed with skilled specialists in road construction. Of the 26 chiefs

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of rayon road divisions, only 16 have had special training.

Between 1949 and 1951, the oblast is scheduled to construct and make capital repairs on 3,044 kilometers of road and 15,200 running meters of artificial installations, which exceeds the volume of construction work completed in the oblast in the last 10 years. Extensive construction work will be done on all re-public and oblast main roads, on many rayon main roads and inter-kolkhoz roads. The government has decreed the formation of a new road-machinery station in the oblast in the second half of 1949 which will greatly aid the construction program.

LATVIAN HIGHWAY PROGRESSES -- Sovetskaya Latvya, No 38,
16 Feb 49

Paving of the Rezekne-Yanopol'ye highway will start in the spring. This highway will connect the city of Rezekne with the Rezekne MTS. A stone-crusher has been set up in the working area and more than 2,000 cubic meters of stone will be prepared for the paving work.

Sovetskaya Latvya, No 38, 16 Feb 49

Road-building section No 10 is the best in Latvian SSR. Its workers repaired more than 350 kilometers of road during 1948. Two large bridges, one over the Aiviekste River and the other over the Pededze River, and eight small bridges were constructed. The workers fulfilled their quota for medium repair of roads 350 percent.

Workers of the section were awarded first place in the 1948 socialist competition by decision of the Main Roads Administration of the Soviet of Ministers Latvian SSR and the Republic "Shosgidrotekhtstroy" Trade Union.

GEORGIA BRIDGE BUILDING PROGRESSES -- Zarya Vostoka, No 5,
8 Jan 49

Work is progressing on a bridge across the Kura River under the Bridge Building Administration (director, Tsikitishvili) of Georgia. A combination highway bridge and aqueduct, to carry water from the irrigation canal of the Adzharet System, is also under construction.

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